

COTTAM & CO.

Have Received
A Supply of American
BOOTS & SHOES
From the Celebrated American
Boot and Shoe Syndicate.
EXCELLENT VALUE!
MODERATE PRICE!

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS
ORIENTAL AGENCY.

Sole Agents for the
UNITED ASBESTOS COM-
PANY, LTD. LONDON.
DODWELL, CARLILL & CO,
General Agents.

NEW SERIES NO. 761. 日三月一十年三十二精光

FRIDAY, NOVEMBER 26, 1897.

玉利

號大廿月一十英港香

THIRTY DOLLARS
PER ANNUM.

BUNDS.

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP \$800,000
SHAREHOLDERS' LIABILITY OF SHARE \$800,000
RESERVE FUND \$375,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the Rate of 2 per cent. per
quarter on the Daily Balance.
On Fixed Deposits for 12 months, 4 per cent.
" " 6 " 31 "
" " 3 " 31 "
T. H. WHITEHEAD,
Manager, Hongkong,
Hongkong, and June, 1897. [3]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$7,000,000
RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS:
St. C. MICHAELSEN, Esq.—Chairman.
Hon. J. J. BELL-IRVING, Deputy Chairman.
C. REURMAN, Esq.

G. D. Boating, Esq. A. J. Raymond, Esq.
G. E. Dowell, Esq. R. L. Richardson, Esq.
R. M. Gray, Esq. R. Shaw, Esq.
David Gibbons, Esq. N. A. Sibley, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.

MANAGER:
Shanghai—J. P. WADDE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the Rate of 2 per Cent.
per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months, 4 per cent. per Annum.
T. JACKSON,
Chief Manager,
Hongkong, 8th November, 1897. [3]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ per
cent. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 Pkr. cent. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager,
Hongkong, 1st August, 1897. [3]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital \$1,000,000
Paid up Capital \$1,324,374

HEAD OFFICE—HONGKONG.

Court of Directors:
D. Gillies, Esq.
J. T. Lauts, Esq. Chow Tung Shang, Esq.
Cham Kit Shan, Esq. Kwan Ho Chuen, Esq.
Acting Chief Manager,
GEO. MUNRO.

Interest for 12 months Fixed, 5 per cent.
On Current Account, Daily Balances 2 per
Cent. per Annum.
Hongkong, 11th August, 1897. [3]

INSURANCES.

THE STANDARD LIFE ASSURANCE
COMPANY has long taken the lead in SIMPLIFYING the
CONDITIONS and LIBERALISING the
CONTRACT of LIFE ASSURANCE, thereby
giving greatly increased SECURITY to the Holders
of the Company's Policies.

For full Particulars and Rates,
Apply to
DODWELL, CARLILL & CO.,
Agents,
Hongkong, 2nd March, 1897. [3]

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSSSEN & CO.
Hongkong, 26th May, 1897. [3]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,
(LIMITED).

CAPITAL, TAELS 600,000 } \$833,333.33.
EQUAL TO \$318,000.00

RESERVE FUND \$318,000.00

BOARD OF DIRECTORS.

LEE SING, Esq. LO YUK MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER—HO AMKL.

MARINE RISKS on GOODS, &c., taken
at CURRENT RATES to all parts of the
World.

HEAD OFFICE, 8 & 9, PRAYA WEST,
Hongkong, 17th December, 1896. [3]

NOTICE.

THE MAN ON INSURANCE COMPANY,
(LIMITED).

CAPITAL SUBSCRIBED \$1,000,000

The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on Goods
&c. Policies granted to all Parts of the world
payable at any of its Agents.

CHAU TSUNG FAT,
Secretary,
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST,
Hongkong, 26th May, 1897. [3]

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(10)

FOR STEAMERS CAPTAINS TO SAIL REMARKS

Straits and ... Collier-Hind... S. Barcham ... About 27th Nov... Freight only.

JAPAN, &c. Malacca ... N. P. Pollock, R.N.R... Daylight, 28th Nov. Freight or Passage.

SHANGHAI ... v/a. SHANGHAI.

SHANGHAI ... Singapore ... T. Wickenden ... About 28th Nov... Freight or Passage.

LONDON ... Manila ... R. S. Hadcock, R.N.R... Ab. at 29th Nov... Freight or Passage.

LONDON &c. Ganges ... T. F. Creery ... Noon, 2nd Dec... See Special

Advertisement.

JAPAN ... Rotella ... F. N. Tillard ... Noon, 3rd Dec... Freight or Passage.

(Passing through the Inland Seas.)

For Further Particulars apply to

H. A. RITCHIE, Superintendent,

Hongkong, 19th November, 1897.

LIGHT ENGLISH ALE.



4d Qu. 8d pds.
Bass' Light Gravity \$15 \$17
Ind Coop \$14 \$15

TRADE MARK.

IN EXCELLENT CONDITION.

Hong Name—YUEN WO.

SAMPLES ON APPLICATION.

SPECIAL QUOTATIONS FOR QUANTITIES.

TELEPHONE, No. 133.

H. PRICE & CO.,

WINE AND SPIRIT MERCHANTS,

No. 18, QUEEN'S ROAD CENTRAL.

Hongkong, 4th November, 1897.

JUST LANDED.—Ex. S.S. "CHINA."

AMERICAN ROLL BUTTER

\$1.00 PER ROLL.

THE HONGKONG BUTCHERY CO.,

11, 13 & 15 Central Market.

Hongkong, 22nd November, 1897.

Intimations.

UNITED ASBESTOS ORIENTAL AGENCY. LIMITED.

(10)

SOLE AGENTS IN HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,

FOR THE UNITED ASBESTOS COMPANY, LIMITED, LONDON,

CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE Best Qualities of ASBESTOS GOODS and PACKINGS.

HYDRAULIC and SELF LUBRICATING PUMP PACKINGS of all kinds.

"VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.

ESTIMATES given for every DESCRIPTION of WORK.

SUPERINTENDENT THOS. SKINNER.

1245] DODWELL, CARLILL & CO., General Agents.

Intimations.

FERNAND QUENARDEL CHAMPAGNE

CUVEE RESERVE.

THIS superb brand has never before been
exported to the East, as the demand has
been extremely large and is continually increasing
at home.

VINTAGE 1893.

THE FINEST SINCE THE YEAR 1873.
A trial will prove that the wine is of no mean
order and it has been pronounced by eminent
connoisseurs to be the best procurable.

"GOOD WINE NEEDS NO BUSH."

Nothing more than a trial is invited.

G. GIRAL.

No. 6, Queen's Road,

Hongkong, 24th November, 1897. [1-m 173]

NOTICE.

ALL Persons are hereby cautioned against
purchasing from Messrs. BENNERTZ & CO. or from any one claiming through or
under them the Chinese Government steamer

"NINGCHOW," now at anchor in the Harbour
of Hongkong, or from advancing to the said
Steamer, her apparel, or furniture and also from
chartering the said Steamer, the Original
Charter of the said steamer to Messrs. BEN-
NERTZ & CO., dated the 16th day of April,
1896, having been cancelled by the Chinese
Government.

The Chinese Government will not recognise
any transfer of or dealings with the said
Steamer or any license for repays, or otherwise,
thereon effected without their knowledge and
consent.

Hongkong, 9th November, 1897.

H. L. DENNYS,

Solicitor for the Chinese Government,
170] the Owners of the s.s. "MazeArrow".

NOTICE.

M. R. KAMMEL has been Admitted a
Partner in the Medical Hall.

E. NIEDHARDT.

Hongkong, 1st November, 1897. [1-m 166]

NEW SINGAPORE TOWN HALL.

A PREMIUM of £200 is offered for the
Design that may be selected for the Singapore
Permanent Memorial of Her Majesty's Diamond
Jubilee, second in the Order of the Precedence of the
The Committee consists of:

2 Members appointed by the Governor,
2 Members appointed by the Municipal
Commissioners.

2 Members appointed by the Subscri-
bers and a Chairman elected by
the above.

3 The building must contain the following
accommodation:

(1) A Town Hall suitable for Public
Meetings, Balls, Concerts, &c.,
about 100 feet by 50 feet, upstairs,
with dining or supper room below.

(2) Theatre to seat about 500.

4. Designs must be sent in so as to reach
Singapore by 30th April, 1898, and can be
forwarded direct to the undersigned, or under
cover to Major CAMERON, R.E., Colonial
Office, Downing Street, London, S.W.

5. The Town Hall must form part of the same
building as the Theatre, but the two should not
communicate with each other, except, by the
Verandah.

6. The building to be provided with suffi-
cient dressing, cloak, card and smoking rooms,
bars, promenades, &c., and to be surrounded
by a Verandah not less than 15 feet in width;
The design to provide for the Verandah rails
being of iron.

7. Kitchen and accommodation for four
servants to be arranged on the roof.

It is proposed to erect the building of grey
granite or granite and brick combined.

8. Iron to be used wherever possible in place
of wood.

9. No basement required but the lower floor
to be raised at least 5 feet above the ground as
the site is low.

10. The rainfall in Singapore is very heavy,
sudden and more sometimes falling in one
day. The roof and guttering should therefore
be designed to allow of the rapid escape of a
large quantity of water.

11. Tiles are the roofing material of the
Stalls.

THE HONGKONG TELEGRAPH, FRIDAY, NOVEMBER 26, 1897.

To-day's Advertisements.

TWO NIGHTS ONLY.

B LONDIN
TO-NIGHT,

PARADE GROUND at 9 o'clock.

COLLECTION ON THE GROUND.

Reserved Chairs, 50 cents.

Hongkong, 26th November, 1897. [1761]



VICTORIA PRECEPTORY.

A REGULAR MEETING of the VICTORIA PRECEPTORY will be held in the FREE-MASONS' HALL, Zetland Street, TO-NIGHT, the 26th inst., at 8.30 for 9 p.m. precisely. Visiting Sir Knights are cordially invited to attend. Hongkong, 26th October, 1897. [1762]

HONGKONG RIFLE ASSOCIATION.

A SPOON COMPETITION will take place TO-MORROW (SATURDAY), the 27th November, Commencing at 2.30 P.M. RANGES 300 and 300 yards. Entrance 30 cents.

Members of the Association who have not yet paid their Subscriptions for this year are requested to do so early.

A. CHAPMAN,
Hon. Sec.

Hongkong, 26th November, 1897. [1763]

GOVERNMENT NOTIFICATION.

IT is hereby notified that the portion of HANHAM STRAND between the HARBOUR OFFICE and QUEEN'S ROAD WEST will be CLOSED to Wheal Traffic from MONDAY, November 29th, until further notice, while alterations to drains are in progress.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 26th November, 1897. [1763]

TO LET.

FOR IMMEDIATE OCCUPATION ON MODERATE RENTAL.

No. 8, BONHAM ROAD—NULLAH SIDE.

A COMMODIOUS DWELLING HOUSE, overlooking the Harbour, with 8 Rooms, Outhouses and Garden.

Apply on the Premises or to
Messrs. DAVID SASSOON, SONS & CO.
Hongkong, 26th November, 1897. [1764]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY,
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM TO CALCUTTA (DIRECT).

THE Company's Steamship.

"MORAVIA,"

Captain E. Mezey, will be despatched as above on WEDNESDAY, the 28th December, at Daylight, and not as previously notified.

SANDER & CO.,
Agents.

Hongkong, 26th November, 1897. [1765]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM SHANGHAI AND KOBE.

THE Steamship

"VINDOBONA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at the risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Underwriters before Noon on the 2nd December, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 2nd December will be subject to rent.

Bills of Lading will be countersigned by

SANDER & CO.,
Agents.

Hongkong, 26th November, 1897. [1762]

FROM CALCUTTA, PENANG AND SINGAPORE.

NOTICE TO CONSIGNEES.

THE Steamship

"LIGHTNING,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. of the 20th instant will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Wasai.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; each Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DAVID SASSOON, SONS & CO.,
Agents.

Hongkong, 26th November, 1897. [1765]

NOTICE TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to "The Manager, Hongkong Telegraph," and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by a certificate of good faith.

While the columns of the Hongkong Telegraph will always be open for the free discussion by correspondents of all questions of public interest, it cannot be denied that the Editor does not care to receive in any way paid advertisements for services that are offered.

TO ADVERTISERS.

Advertisers are requested to forward all letters intended for insertion in their advertisements to "The Manager, Hongkong Telegraph," and not to the Editor.

Advertisers will be responsible for a certificate of good faith.

The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and therefore the highest premium paid for advertisements. Terms can be made upon application to "The Manager, Hongkong Telegraph," and the Agent, David Sassoons, Sons & Co., Agents.

Intimations.

DAKIN, CRUCKSHANK &

COMPANY,

VICTORIA DISPENSARY,

HONGKONG.

AERATED WATERS.

SIMPLY AERATED WATER.

SODA WATER.

Lemonade.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

all on the shoulders of the scissors and paste manipulator without question. We simply cannot undertake to do the sorting that should be done by the Post Office. If there are not enough men in the Post Office, there would be much more sense in spending a little extra money out of the Colony's revenue to get an extra man or two, than in increasing the pay of those already in the service for reasons which are not reasons at all for Government employees any more than for us who work for our living.

However, if we blame where blame is due, we also praise where praise is due; and we recently came across a case greatly to the credit of the Hongkong Post Office. A post-card addressed to us was put in a letter-box late at night, and was delivered first thing next morning. This was prompt. We know it was posted late, for it was handed to us by the sender first, and we posted it ourselves, taking a note of the time, as a matter of curiosity. The moral is that when anything is wanted to be delivered promptly and correctly by the Post Office, it should be first handed to the addressee by the sender, and duly perused before being posted. It may be a little extra trouble to do this, but trouble is nothing if it ensures certainty. In the absence of this thoughtful little precaution, letters are apt to get astray, for this is an uncertain world and the Postmaster General is not to blame for the way the world was created.

A lady recently posted several invitations for afternoons, four or five days ahead, and some of them reached their destinations three weeks later—each with the request "R.S.V.P." The guests hastened to R.S.V.P. of course! But with all their faults, the Chinese and other coolies in the Post Office are not as bad as some in Japan. A foreign consul in one of the Japan ports sent out invitations some time ago, for the annual national festival of his country, and was surprised and offended to find that a very large proportion of the invitations were totally ignored. It was an insult to his nation. Afterwards it was learnt that the jovial Japanese had found the delivery of so many trifling notes too tedious, and to save themselves the trouble they had simply along the bundle into the harbour, where the chits were picked up in twos and threes and dozens and scores for weeks later. We have just received a letter from a distant correspondent, telling a tale of woe and plaintively appealing to us "Do you know any surer method of communication than the Post Office?" Wearly and mournfully, we are compelled to reply with a piteous negative. We know nothing in the world safer than the Post, and it speaks badly for the world!

TO SUBSCRIBERS.

SUBSCRIBERS TO THE HONGKONG TELEGRAPH ARE MOST BESPECTIFICALLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

Hongkong, 1st March, 1897. [1765]

A. S. WATSON & CO.,

LIMITED.

ESTABLISHED AD. 1841.

WINES & SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Claret, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony, or from our authorized Agents in Hongkong, 26th November, 1897. [1765]

A. S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY.

Hongkong, 28th October, 1897. [16]

MARRIAGE.

At St. George's Church, Penang, on the 6th instant, by the Rev. H. C. Henham, Acting Colonial Chaplain, HENRY SUTHERS ATKINSON to FLORENCE CECELIA, eldest daughter of Thomas Hayward, Esq., of Birmingham.

The Hongkong Telegraph

HONGKONG, FRIDAY, NOVEMBER 26, 1897.

THE POST OFFICE.

By Tuesday's mail we received papers bearing printed addresses, in large type,—

The Superintendent Eastern Extension Teleph. Compy Hongkong

and in still larger and clearer print—

The Superintendent Eastern Extension Australasia and China Teleph. Company Limited Macao near Hongkong

Of course, it is our own fault for calling our paper *Telegraph*; we ought to have selected a name which could not possibly be mistaken for anything else, even by a Hongkong Post Office clerk. But how is such a selection to be made, when the ingenious idiot even mistakes "Macau" for "Pedder's Hill," and possibly sends our legitimate belongings to Lappa? It is by the merest chance that we noticed the mistake; sorting mails is no part of our business, and as we get by every day's mails, on an average, 600 to 800 columns of newspapers taking all sizes together, and have to wade through the lot somehow or other within the allotted space of 24 hours to the day, under a cruel tyrannical law which refuses to give us an extra 48 hours per day however sorely we need it, say on some dreadful day when mails come from every place at once—under these circumstances, it is perfectly our usual practice to rip off all the newspaper covers at what seems quite a savage speed to the casual visitor who calls, saying incredulously "Oh, are you really busy?" Nine times out of ten, the newspapers are unwrapped or envelopes opened by an office boy of the plain or unfrilled species, and he devotes more attention to cutting off the various postage stamps for sale or barter, than to the accuracy of the address or the legality of our claim, saying "I'm afraid I can't help it."

The post office is so far convalescent that he is expected to leave hospital in a few days.

MATSUMURA (Iyo), November 15th.

Judgment in the *Owari-Sanjo* collision case was given to-day. The captain of the *Sanjo* was ordered to pay a fine of 100 yen for manslaughter and a violation of the Navigation Regulations and the captain of the *Owari* was exonerated from blame.

HAKATA, November 15th.

The press representatives sent to report on the military manoeuvres in Kyushu were last night summoned to the office of the Commander-in-Chief, and informed that no report must be published before the manoeuvres are over. The publication of the plan of operations is also prohibited.

TOKIO, November 16th.

The plenipotentiaries for Japan and Austria-Hungary will have a final meeting on the 18th inst., when it is expected that the new Treaty will be signed. The ratification will be delayed for some time, as the Treaty has first to be laid before the Austro-Hungarian Parliament.

It is reported that the Government has decided to reject the protest of the foreign holders of foreign rights against the reclamation at Nagasaki.

MATSUMURA (Iyo), November 16th.

The captain of the *Sanjo*, who was ordered to pay a fine of 100 yen for responsibility for the collision with the *Owari*, has appealed against the decision.

SHANGHAI, November 16th.

The market here for gray shittans has declined heavily, quotations having fallen to the level of No. 35 per pound.

There is considerable uncertainty about the market here, and great caution is being exercised in dealing with the shittans.

CITY, November 17th.

Erysiphe typhus has broken out in Nishi Kawasaki district, and 40 cases are reported from Misaki-mura.

TOKIO, November 17th.

A telegram has been received by the Government, stating that the Foreign Minister for Portugal has resigned, and that Mr. Gomes (7) has been appointed.

The representatives of five or six journals have held a conference to-day with a view to organizing an anti-Government Union.

The *Cangai Shogyo Shimbun* published a Manchester dispatch to the effect that the yarn market is much depressed, and two or three mills have suspended work. A proposal has been made to reduce the wages of operatives by 5 per cent., to which the workpeople have expressed strong opposition.

LOCAL AND GENERAL.

THE buying rate for sovereigns is \$10.33 per £.

THE English mail is due here to-morrow morning.

A SPOON competition under the auspices of the Hongkong Rifle Association will take place at 2.30 p.m. to-morrow. Range, 300 and 300 yards.

AFTER a passage of nine days from Hongkong, the steamer *Glenarm* has arrived at Shanghai. The long passage was beginning to cause some fears as to the vessel's safety.

A SPECIAL session of H. M. Justices of the Peace will be

THE HONGKONG TELEGRAPH, FRIDAY, NOVEMBER 26, 1897.

(d) When application for registration has been made in Hongkong, before the date of registration in the United Kingdom, the local registration should confer prior right in this colony.

(e) That illustrations and descriptions of trade marks should be published with the notices required to be published in the *Government Gazette*.

The letter suggests that the proposition marked in my minute as (d) should be submitted to the Attorney-General for corroboratio or otherwise.

It would, I apprehend, require a decision of the Supreme Court before the proposal could be "formally laid down" as correct. I may, however, point out that in Sebastian's work on *Trade Marks*, 2nd Ed., 1884, p. 15, the following passage occurs:

"Since trade marks are recognized throughout the world, and not merely in the manufacturer's own country, as indicative of his goods, so that the subjects of any country are liable to be defrauded by goods bearing an imitation of a foreign trade mark, and any manufacturer is liable to suffer by the forgery of his marks abroad, the right of property in a trade mark is not limited by territorial boundaries."

I take it, the Trade Marks Ordinance (16 of 1873) was passed, primarily, to enable a person possessed of a trade mark, who wished to take proceedings in Hongkong, to protect his rights, to be able to procure the necessary evidence of his rights by the simple method of local registration. No doubt the Ordinance allowed also local registration of local trade marks not registered elsewhere.

But in order to obtain registration here, the applicant must (by Ordinance 20 of 1895) swear that he is, to the best of his belief, entitled, solely, or jointly with some other person named in the affidavit, to the exclusive use of such Trade Marks. It is difficult to see how such an affidavit can be made by "A" when "B" is the registered owner in England, unless "A" is unaware of the fact; and, if the affidavit should be made inadvertently, it would, as it seems to me, constitute a good ground for "cancellation" after registration (under section 8 of the Ordinance); that is to say, of fact, "B" was duly registered in England prior to the application here, and that, therefore, "(A)" was not entitled to the exclusive use of such trade mark as his affidavit was made in error, or was false.

Registration here is therefore only *prima facie* evidence of the right to the trade mark, and therefore evidence of a prior subsisting registration in England would appear to me to be admissible to defeat the *prima facie* presumption of the local register.

As regards the proposition (b), though not specifically submitted to me, I may say, it appears to me sound.

As regards (c), the question of requiring illustrations of the trade marks of which registration is asked to be published in the *Gazette* with the notice, this was considered in 1895 when Ordinance 20 of 1895 was passed. It was thought the cost would be considerable, often requiring diets, to be sent from England and delay in printing; and considering that Victoria is a small city and practically represents Hongkong, notice that the trade marks could be seen at the Colonial Secretary's office would afford sufficient facility to those interested to inspect the marks applicants were desirous of registering. Some of the Chinese trade marks, too, would certainly be difficult to describe clearly.

(Signed) W. M. GOODMAN.

Hongkong General Chamber of Commerce.
Hongkong, 19th October, 1897.

Sir—I have the honour to acknowledge receipt of your letter of 5th Inst. in continuation of correspondence on the registration of trade marks, and forwarding copy of a minute by the Attorney-General on the subject.

My committee have carefully perused the Attorney-General's minute, and are glad to find that he is in substantial agreement with the Chamber except with regard to the publication of illustrations of the trade marks registered, which he of opinion would in some cases entail rather heavy cost. My committee would, however, suggest that, in such cases, a clear description of the trade mark itself should be given in the notice in lieu of an engraving.—I have the honour to be, sir, your most obedient servant,

R. CHATTERTON WILCOX,
Secretary.

To Hon. J. H. Stewart Lockhart, Colonial Secretary.

Hongkong General Chamber of Commerce,
Hongkong, 22nd October, 1897.

Sir,—In view of the recent wreck of the British steamer *Nansen* in the Hainan Straits on an uncharted rock, and the fact that there is reason to believe that many unknown pinacle rocks exist on the coast of China, I am instructed by my Committee to bring to the notice of Commodore Holland the fact that this Chamber has at its disposal a Fund subscribed in 1888, and now amounting over \$3,000, established for the purpose of giving rewards to fishermen and others who report to the Authorities the existence of any of these hidden dangers hitherto unknown.

It was believed, at the time that the Plenarie Rock Fund was started, that, if sufficient inducement were offered, much valuable information might be obtained from the native fishermen on the coast, who may be supposed to be well acquainted with the position of these obstacles to safe navigation. So far, however, little call has been made on the Fund, possibly owing to the existence of such rewards no having been made sufficiently known among the Chinese seafaring population; and to the fact that no vessel of H.M.'s Navy has been on regular surveying duty on this coast for some years.

My Committee therefore desire to suggest to Commodore Holland that Her Majesty's surveying vessels, when engaged in surveying on the coast, might be empowered to offer suitable rewards from this Fund for information of the kind above referred to, and thus carry out the intention with which it was founded.—I have the honour to be, sir, your most obedient servant,

R. CHATTERTON WILCOX,
Secretary.

V. A. Lawford, Esq., R.N., Secretary to Commodore Swinton Holland, R.N.

"Tamar" at Hongkong,
22nd October, 1897.

Sir,—I have the honour to acknowledge the receipt of your letter of 22nd instant on the subject of rewards to fishermen, &c., reporting the existence of uncharted rocks and dangers of the China coast, and to inform you that the Committee has forwarded the same for the information of Sir Alexander Bolles, K.C.B., Commander-in-Chief.

2.—H.M.S. *Phœbus* has been directed to make a survey of the harbour of Swatow on her return from Tamsui, where she is now stationed for a short time, and instructions will be given to the officers conducting the survey that application may be made, through the Commander, when necessary, to the Hongkong Chamber of Commerce for any awards which it may be considered that fishermen or others have deserved for imparting useful information as to the existence of unknown dangers.

3.—A copy of your communication has also been forwarded to the Hydrographer of the Navy so that information may be given of the existence of this fund to any ship which may in the future be employed on Surveying work on the

China coast.—I have the honour to be, sir, your obedient servant,
(Signed) VINCENT H. LAWFORD,
Secretary to Commodore,
R. Chatterton Wilcox, Esq., Secretary, Hongkong General Chamber of Commerce, Hongkong.

Hongkong General Chamber of Commerce,
Hongkong, November 24th,
Sir,—I am instructed by my Committee to beg you to convey to the Commodore their thanks for the trouble he has taken in connection with the rewards proposed to be given by this Chamber from the Plenarie Rock Fund for information leading to the discovery of hidden dangers on the coast of China.

My Committee at the same time desire us to say that their idea of the amount to be awarded in each case is a maximum of \$10 for an important danger, and lesser sums in the discretion of the distributor for those of minor importance.

Will you also inform the Commodore that the Consuls and Commissioners of Customs at the various Coast Posts will be asked to issue notices that rewards will be given to those pointing out unknown dangers to Her Majesty's Naval officers?—I have the honour to be, sir, your obedient servant,

R. CHATTERTON WILCOX,
Vincent H. Lawford, Esq., R.N., Secretary to Commodore.

Birmingham Chamber of Commerce
offices—Exchange, New Street,
28th December, 1897.
The Secretary,
Chamber of Commerce,
Hongkong.

Dear Sir,—I beg to acknowledge the receipt of your letter of the 20th of August with enclosure, for which I am obliged.—Yours faithfully,
(Signed) W. F. HADON,
Secretary.

Board of Trade
(Harbor Department).
7, Whitechapel Gardens,
London, S.W.
20th September, 1897.

Sir,—I am directed by the Board of Trade to acknowledge the receipt of your letter of the 17th ultimo on the subject of dangers to navigation in the vicinity of the Island of Socotra, with special reference to the recent loss of the *Adm. Adm.* on that coast; and, in reply, I am to state, for the information of the Hongkong Chamber of Commerce, that the matter is at present engaging the attention of the Board of Trade.—I am, sir, your obedient servant,

(Signed) F. H. W. PELHAM,
The Chairman, General Chamber of Commerce Hongkong.

The London Chamber of Commerce,
Bishopsgate House, Eastcheap,
London, E.C.
19th September, 1897.

Dear Sir,—I am in receipt of your favour of the 20th August last, which I will lay before the East India and China Trade Section of this Chamber at its next meeting.

The subject referred to in your letter to the President of the Board of Trade—Perils of navigation in the vicinity of Socotra—is (under the title of the being) lighting of the Southern portion of the Red Sea.

The subject referred to in your letter to the Secretary of State for Foreign Affairs together with a copy of his reply thereto.—I am, dear sir, your faithfully,

(Signed) KENNIC B. MURRAY,
Secretary.

London Chamber of Commerce,
Bishopsgate House, Eastcheap,
London, E.C.
27th July, 1897.

My Lord,—I am directed to inform you that the East India and China Trade Section of this Chamber at its last meeting had under consideration the question of the inadequate supply of lights in the Southern portion of the Red Sea.

I enclose herewith for your Lordship's consideration a copy of a letter received by this Chamber from the Bengal Chamber of Commerce, Calcutta, together with a copy of a letter addressed by that Chamber to the Secretary of the Government of Bengal on this subject.

I am directed by the East India and China Trade Section to say that they endorse the views set forth in the communication of the Calcutta Chamber, and express the hope that this important matter will receive the careful and sympathetic attention of H.M.'s Government and that their influence will be exerted to obtain the desired object and thus provide for the safety of the very large amount of British shipping which passes continually through the Suez Canal and the Red Sea.

I understand that the Board of Trade have recently taken some action in connection with this matter and that the same is now receiving their most careful consideration with a view to a satisfactory solution of the difficulty being arrived at.—I am, my Lord, yours faithfully,

(Signed) KENNIC B. MURRAY,
Secretary.

The Most Noble The Marquess of Salisbury,
K.G., Foreign Office.

Bengal Chamber of Commerce,
Royal Exchange Buildings,
Calcutta, 19th May, 1897.

From W. Parsons, Esq.,
Secretary.

Bengal Chamber of Commerce,
To the Secretary to the Government of Bengal
Marine Department.

Sir,—I am directed by the Committee to address you with reference to the urgent necessity which has long existed for additional Lighthouses in the lower portion of the Red Sea. The subject is by no means a new one as the want has been long acknowledged, and forcible attention has been drawn to it from time to time whenever a casualty has occurred. The Committee understand that a short time ago the British Ambassador at Constantinople issued a circular to the representatives of the Great Powers inviting their co-operation in a joint representation to Turkey pressing for authority to construct lights in the region referred to. The Committee are without information as to whether any results of a practical nature have followed from this circular, but they venture, respectively, to submit that it is almost impossible to overrate the necessity for some speedy action being taken in the interests of the yearly increasing amount of shipping which finds its way through the Red Sea to India, China, and Australia. The course pursued by vessels either downwards or upwards through the Red Sea is without doubt one of the most dangerous in the world, and for nearly nine hundred miles there are no lights whatever for the guidance of mariners. The Committee feel that it is not necessary to enter into any detail as to the manifold dangers of the passage as these must be accurately known to the Marine Authorities.

2.—The matter is assuming additional importance at the present time owing to the approaching renewal of the P. & O. Mail contract, which provides for a considerable increase in speed and consequently tends to increase the risk which is already run by the steamers owing to the absence of lights. The upper portion of the Red Sea where the course pursued by vessels runs close to the Egyptian shore is already fairly

well provided with lights, and the Committee are unable to realize that any substantial difficulties can possibly lie in the way of treating the southern portion of the Red Sea with 100 miles of shores and islands in a similar manner.

In any case the matter is one which appears to call for prompt and decided action on the part of the British Government, as the great majority of vessels passing through these waters carry the British Flag. The Committee therefore direct Me to request that the Government of Bengal, after giving the matter due consideration, will move the Government of India to ask the Secretary of State to take such steps as may be considered desirable with a view to establishing a complete system of lighthouses in the southern portion of the Red Sea.—I have the honour to be, sir, your most obedient servant,

(Signed) W. PARSONS,
Foreign Office.

August 4th, 1897.

Sir,—In reply to your letter of the 29th ulto, with regard to the inadequate supply of Lights in the Southern part of the Red Sea I am directed by the Marquis of Salisbury to state to you for the information of the London Chamber of Commerce that the matter has been receiving the most careful attention of Her Majesty's Government.

Funds have already been accumulated by the British Government for the construction of new lights in the Red Sea. It has not as yet been found possible to come to any arrangement for the erection of these lights, which would be situated on Ottoman territory, on the Eastern side of the Red Sea, and the question of employing Lightships is being considered, one of which would be stationed on the Mocha Shoal.—I am, sir, your most obedient humble servant,

(Signed) KEROW CURZON.

THE QUESTION OF THE DATING OF BILLS OF LADING.

The General Produce Brokers' Association of London, 19th August, 1897.

Sir,—I beg to enclose you copy of letter which this Association has addressed to the Chamber of Shipping of the United Kingdom.

The importance of the maintenance of the integrity of bills of lading is so absolutely necessary now that perhaps all descriptions are largely sold for arrival, that I trust you will be good enough to give the matter prominently before your members. The Chamber of Shipping has promised to give all the assistance in their power to carry out the suggestions we have made.

At your convenience I shall be glad to know what the views of your Chamber are on the subject.—I am, yours faithfully,

H. W. PRICE,
President.

To the President of the Chamber of Commerce, Hongkong.

24, Mark Lane, London, E.C.

21st July, 1897.

Dear Sir,—With reference to our letter to you of the 9th instant, on the subject of bills of lading, I beg to inform you that we have seen the chairman and other members of the Documentary Committee and have explained to them the present unsatisfactory position buyers and sellers of produce are placed in by the signing and dating of bills of lading by ship owners, agents, and captains before the goods are actually loaded on board.

We find no one able to defend the practice on any grounds; but it is still done, and possibly, if not dealt with now, may prove disastrous to our arrival trade and entirely alter the value of a bill of lading as a negotiable document. We therefore ask you to represent to the contractors guaranteeing the due fulfilment of a contract, that the goods be on board, and to sign a bill of lading until the goods are on board; and I may add that this Association does not recognize any such document as valid which may be found to have been dated or signed incorrectly.

A large proportion of the produce trade is done by us for *arriva* and contracted for to be shipped by a specified date; you will therefore well understand how important this matter is, and we hope your Chamber will intimate to all ship owners that they must take steps to preserve the integrity of a bill of lading at any cost.

We have been informed that great pressure is sometimes put on ship's agents and captains to pre-date their bills of lading for the purposes of finance, and although this point does not affect us directly, we suggest that some other document, such as a receipt or warehouse keeper's warrant, might be made available for such purposes.

I desire also to allude to the practice of signing three, four, or more bills of lading, which leads to trouble in dealing with shipping documents for produce sold, and which appears to us to be unnecessary. Instructions could be given to ship's agents and captains to sign only two, we think that it would be sufficient, and opportunities for fraud would be minimized.

We desire also to draw attention to the importance of specifying on masters' receipts or bills of lading any damage or defective condition that may be apparent in goods received on board, not in general terms but by stating number and, if possible, marks of packages so damaged. A very large business is carried out in these days on f.o.b. and cost freight terms, the damage or goods being for the account of the buyers after shipment, but for seller's account if it occurs before shipment.

We trust that you will approach all ship owners on behalf of those we represent, and if you require printed copies of this communication, we shall be happy to furnish the same.—I am, dear sir, your faithfully,

H. W. PRICE, President.

General Produce Brokers' Association of London.

To W. H. Cooke, Esq., Chamber of Shipping of the United Kingdom, 5, Wellington Avenue.

Hongkong General Chamber of Commerce, Hongkong, 14th October, 1897.

H. W. Price, Esq., President, The General Produce Brokers' Association of London.

Sir,—I beg to acknowledge receipt of your letter of the 13th August enclosing copy of a letter addressed by your Association to the Chamber of Shipping of the United Kingdom on the question of the maintenance of the integrity of a Bill of Lading.

In reply I am instructed by my Committee to say that, as the question is not so simple as would appear at first sight, before taking any action in the matter, they are desirous of discussing it at their next meeting.—I am, dear sir, yours faithfully,

R. CHATTERTON WILCOX,
Secretary.

Hongkong General Chamber of Commerce, Hongkong, 24th November, 1897.

The President, General Produce Brokers' Association of London.

Sir,—In continuation of correspondence on the subject of maintaining the integrity of bills of lading, I am instructed to say that my Committee, after further consideration of the matter, feel unable to take any active steps to secure any alteration of the system ascertained on here.

They have, however, had copies of the correspondence printed and circulated among the members of the Chamber, and will also forward same for publication in the local Press.—I am, dear sir, yours faithfully,

R. CHATTERTON WILCOX,
Secretary.

THE BURD STREET MURDER CASE.

The four men charged with the gang robbery and murder in Burd Street were again brought up on remand to-day.

Some evidence of a Chinese witness was taken who deposed that all the prisoners spoke in the Kung Tung dialect, when in his company, and before the robbery. They spoke in low tones and said they had better go at 9 o'clock. Witness corroborated his evidence given on a former occasion and said that what he now swore was true. This was the witness who had let the flat above the shop to some of the prisoners.

Evidence was given by Inspector Duncan as to the property found on the prisoners and the officer recognised one of

THE HONGKONG TELEGRAPH, FRIDAY, NOVEMBER 26, 1897.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|----------------|---|------------------------------------|
| HIROSHIMA MARU | BOMBAY, VIA SINGAPORE (Transhipping Cargo for Java Port); and COLOMBO | TUESDAY, 30th November, at Noon. |
| KINSHU MARU | SEATTLE, WASH., U.S.A., VIA KOBE and YOKOHAMA | THURSDAY, 2nd December, at Noon. |
| YAMASHIRO MARU | NAGASAKI, KOBE and YOKOHAMA | MONDAY, 26th December, at 4 P.M. |
| YAMACUCHI MARU | KOBE and YOKOHAMA | THURSDAY, 23rd December, at 4 P.M. |

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A. S. MIHARA,
Manager.

[1664]

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in the human body is of the utmost importance in determining vitality. Unless combustion is active, the vital organs lose their power, the body loses flesh, skin becomes pale, and the whole system is in danger.

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induces a healthy combustion, by supplying the blood with the principle of carbon—the principle which enriches the blood, assists in making healthy flesh, and gives force to the vital organs. By taking Scott's Emulsion you gain the human steam that keeps the body vigorous. It nourishes when all other food is of no avail. All Chemists.

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Over 300 Medical Certificates notifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong—
A. S. WATSON & CO.,
Hongkong, 1st September, 1897.

[138]

Entertainments.

Under the distinguished Patronage of H.E. Sir WILLIAM ROBINSON, G.C.M.G., H.E. Admiral Sir ALEXANDER BULLER, K.C.B., H.E. Major-General WILSON BLACK, C.B., His Honour Sir JOHN V. CARRINGTON, C.M.G., and Commodore SWANTON C. HOLLAND, R.N., A.D.C.

AN OPEN-AIR FETE.

will take place
TO-MORROW, the 27th November, 1897,
from 3 to 6 and 9 to 11 P.M.,
In the Grounds of

GOVERNMENT HOUSE,
(Kindly lent by H.E. the Governor),
in aid of Winter Relief amongst the poor in the East End of London.

The Bands of the Hongkong Regt. and the West Yorks Regt. will (by kind permission) play during the AFTERNOON and EVENING.

SHORT CONCERTS. CHRISTY MINSTRELS.
MAY POLE DANCE. SKIRT DANCE.
THROWING AT AUNT SALLY.

A FINE ART GALLERY.
JAPANESE STALL. REFRESHMENT STALL.
FANCY STALL. FLOWER STALL.

Admission: £1.
(Children Half Price).

TICKETS from Messrs. KELLY & WALSH, one of the Ladies of the Committee, or the Hon. Treas., Rev. R. F. CEBOLD.

Hongkong, 22nd November, 1897.

[1749]

HONGKONG PHILHARMONIC SOCIETY.

ORCHESTRAL CONCERT
at 9.15 P.M.,
FRIDAY, the 3rd December, 1897.

ST. GEORGE'S HALL.
Seats may be booked at Messrs. W. ROBINSON & CO.'S on and after MONDAY, the 29th instant.

ALEX. CUMMING,
Hon. Secretary.

Hongkong, 24th November, 1897.

[1758]

Shipping.

STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL
THE Steamship:

"FALLODON HALL"
Captain Wm. Jeffells, will be despatched as above TO-MORROW, the 27th instant, at Noon.

To be followed by the
S.S. "FERNFIELD" on or about 5th Dec.
S.S. "YARROWDALE" on or about 15th Dec.
S.S. "HANSEAT" on or about 10th Jan., 1898.
S.S. "LYDERH" RN on or about 25th Jan., 1898.
S.S. "ORWELL" on or about 15th Feb., 1898.

For Freight, apply to
SHewan, TOMES & Co.,
Agents.

Hongkong, 26th November, 1897. [1726]

AUSTRIAN LLOYD'S STEAM NAVIGATION
COMPANY.
(UNDER MAIL CONTRACT WITH THE AUSTRIAN
GOVERNMENT.)

STEAM TO CALCUTTA (DIRECT).
THE Company's Steamship.

"MORAVI"
Captain E. Meissel, will be despatched as above TO-MORROW, the 27th instant, P.M.

For information as to Passage and Freight apply to

Sander & Co.,
Agents.

Hongkong, 10th November, 1897. [1738]

AUSTRIAN LLOYD'S STEAM NAVIGATION
COMPANY.
(UNDER MAIL CONTRACT WITH THE AUSTRIAN
GOVERNMENT.)

STEAM FOR
SINGAPORE, PENANG, COLOMBO,
BOMBAK, KURRACHE, ADEN, SUEZ,
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FIUME, AND TRIESTE.
(Taking Cargo at through rates to CALCUTTA,
MADRAS, PERSIAN GULF, RED SEA, BLACK
SEA, LEVANT, ADRIATIC, and SOUTH
AFRICAN PORTS).

THE Company's Steamship

"VI'DOBONA"
Captain C. Androvich, will be despatched as above TO-MORROW, the 27th instant, P.M.

Cargo will not be received on board after 3 P.M. prior to date of sailing.

For further information as to Passage and Freight, apply to

Sander & Co.,
Agents.

Hongkong, 19th November, 1897. [1743]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ, CANAL

THE Company's Steamship

"SARPEON"
will be despatched as above TO-MORROW, the 27th instant, at 3 P.M.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 25th November, 1897. [1721]

"MOGUL" LINE OF STEAMERS.

FOR KORE AND YOKOHAMA.

THE Steamship

"PORT ADELAIDE"

Captain Morgan, will be despatched as above on or about TO-MORROW, the 27th instant.

For Freight or Passage, apply to

DODWELL, CARLILL & CO.,
Agents.

Hongkong, 20th November, 1897. [1746]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMoy AND TAIWANFOO.

THE Company's Steamship

"FORMOSA,"

will be despatched for the above Ports on SUNDAY, the 28th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAK & CO.,
General Managers.

Hongkong, 25th November, 1897. [1762]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIAN,"

Captain Dodd, will be despatched as above on TUESDAY, the 30th instant, at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 25th November, 1897. [1759]

MOGUL-WARRACK-WILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL

THE Steamship

"CROMARTY,"

to sail about 10th November, 1897.

S.S. "SIKH," to sail about 17th Dec., 1897.

S.S. "PORT ADELAIDE" about 25th Dec., 1897.

For Freight or Passage, apply to

DODWELL, CARLILL & CO.,
Agents.

Hongkong, 1st November, 1897. [1660]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"ANTENOR,"

Captain Jackson, will be despatched as above on WEDNESDAY, the 1st December.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 22nd November, 1897. [1722]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

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THE Steamship

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This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon is carried.

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For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 1st November, 1897. [1739]

FOR NEW YORK.

THE 3/8 A. M. American ship

"ABNER COBURN,"

Captain M. L. Park, is loading here for the above port and will have quick despatch.

For Freight or Passage, apply to

ARNOLD, KARBERG & CO.,
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